# GEOGRAPHIC NEWS BULLETINS

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General Headquarters, Washington, D. C.

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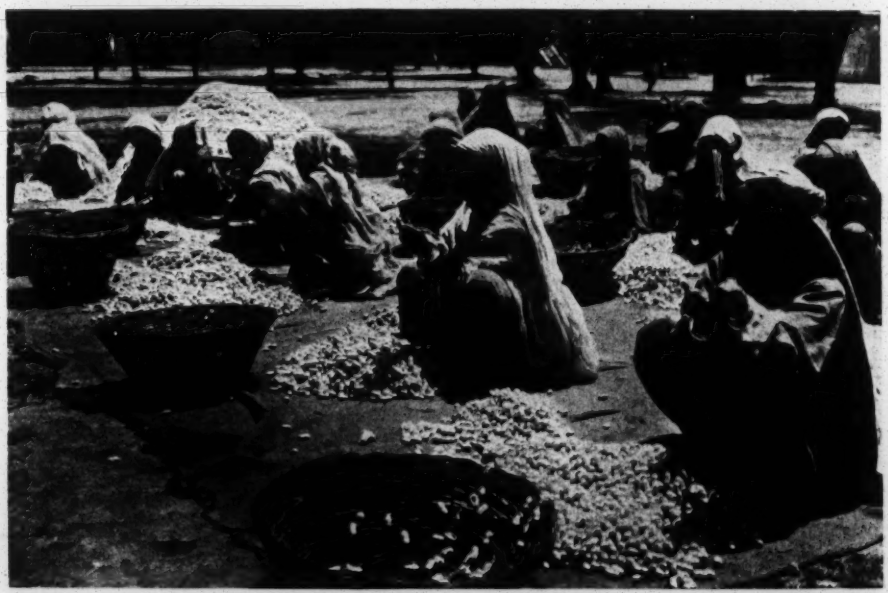

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**THE SILKWORM IS CHINA'S GIFT TO KASHMIR**

There is a tradition that a Chinese princess concealed mulberry-tree shoots and silkworm eggs in the lining of her headdress and smuggled them to India. These young women are sorting cocoons in the State silk factory at Srinagar (See Bulletin No. 5).

**HOW TEACHERS MAY OBTAIN THE BULLETINS**

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## Province of Namur, Where the Belgian King Fell

THE death of King Albert I is felt most keenly in the Province of Namur, where the Belgian ruler fell from a cliff, because it is usually a pleasant holiday-land, to which the people of Belgium and northern France come for summer picnics, and spring and autumn rambles among its castles, crags, and winding river valleys. Only recently the Cabinet recommended setting aside a part of this region as a national park.

Namur Province, compared with Switzerland, or with the Pyrenees region between France and Spain, could scarcely be called mountainous. It is rather a broken plateau, scarred by miniature river canyons lined with steep shale and limestone cliffs. Marche-les-Dames, from which the King plunged to his death, is a typical example of these loose rocky hillsides, some of which are more dangerous to scale than Alpine peaks.

### "The Walk of the Ladies"

Marche-les-Dames rears its ivy-covered rocks some 200 feet above the River Meuse about five miles east of Namur, the capital and chief tourist center of the region. It has long been held in romantic esteem by the people of the region because here stood a 12th-century Cistercian nunnery, founded by 139 noble ladies whose Crusader husbands rode off to the Holy Lands with Godfrey de Bouillon. It was from them that the place received its name—which means "the walk of the ladies."

The principal ruin on Marche-les-Dames, however, dates only from the World War. It is that of the chateau of the Belgo-German Arenberg family. This fine old edifice was put to the torch by retreating Belgian troops in 1914 so that it might not be used by the Germans. The ownership of the estate is still in dispute. Facing it, across the Meuse, is the Chateau de Moinil and Fort Maizeret, the latter the victim of a heavy bombardment by German forces in August, 1914.

The city of Namur, five miles farther up the Meuse, is encircled with forts. It has been a stronghold since Roman days, and perhaps earlier. On August 22, 1914, the German army launched a vigorous attack on Namur, because it was considered the "door to France," and its nine heavy forts the "bolts and bars." Although the Belgian defenders were hurriedly reinforced by French soldiers the Germans took the city, burning many houses in the central districts.

### Important Railroad Junction

To-day Namur is a clean and prosperous community of 30,000 inhabitants, picturesquely situated at the confluence of the Meuse and Sambre rivers, about 38 miles southeast of Bruxelles (Brussels). Travelers know it as one of the most important railroad junctions in Europe, because here the mainline from Paris to Köln (Cologne) crosses the through route from Ostend to Basel, Switzerland.

While it is essentially a manufacturing city—with several tanneries, glassworks, and a number of factories manufacturing fine cutlery—Namur is noted for its wide streets and many parks. Among the unusual features of the city are the circular baskets of flowers and hanging vines suspended from lamp posts (somewhat similar to those of Bolzano, Italy; Victoria, British Columbia; and Allentown, Pa.), and the fine old houses that overhang the banks of the Sambre.

High above the town, on a rocky promontory between the two rivers, an old



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**AN "EIGHTEEN-BOY-POWER WELCOME" FOR KASHMIR'S NEW BRITISH VICEROY**

Every boat and raft in Srinagar turns out on the Jhelum River, the Main Street of the Kashmiri capital, to greet the representative of the British Emperor. The large two-story craft at the right is the royal barge of the Maharajah, or native ruler, of Kashmir (See Bulletin No. 5).

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## Sap's a-Runnin' in the "Sugar Bush"

SAP'S a-runnin'!

That means concentrated activity throughout the "sugar bush" of northeastern United States and neighboring Canadian provinces. Sap buckets are brought out, and sleds with tanks mounted on them glide into the sugar maple forests.

Making maple syrup and maple sugar is purely an American industry. When the colonists pushed back into New England as spring opened up old Indian trails, they saw Indians gashing trees with their tomahawks and sap flowing into hollow logs and bark containers. Soon maple sugar became the sugar of the early settlers, even as far south as Virginia and Kentucky.

### Indian Methods Injured Trees

At first the white men followed the Indians' methods of producing maple syrup and sugar. But it was not long before they learned that the Indians' deep gashes in the trees often injured them. Tapping methods were improved, but the evaporating process has changed little except that more modern equipment is used.

To-day the tappers first brush the bark with a stiff broom to remove dirt and loose particles, and then tap the tree in a healthy spot some distance from the scar of a previous tapping. The Indians lost much of the sap because of the large "bleeding" gash. Modern tappers carry an augur which makes a hole only three-eighths to a half inch in diameter into which is inserted a spout leading to a bucket.

More than 12,000,000 maple trees are tapped annually. Nearly one-half of the trees are in Vermont backyards and forests; nearly one-third in New York State. Ohio, ranking third, taps 1,300,000 trees; while Pennsylvania taps nearly a million. Michigan, New Hampshire, Wisconsin, Maine and Massachusetts are lesser contributors to the United States' maple sap barrel.

In 1930, an average year, maple trees supplied the sugar and syrup industry with more than 3,600,000 gallons of syrup and nearly 2,500,000 pounds of sugar.

### "Buddy Sap" from Budding Trees

When one buys a gallon of maple syrup or a pound of maple sugar at store or market, it represents a large quantity of sap. One barrel (32 gallons) produces only about one gallon of syrup or about seven and a half pounds of sugar.

A tree may produce from five to 40 gallons of sap during a season. One tree can be depended upon to give from one to seven pounds of sugar or from one pint to one gallon of syrup. The average is, however, about three pounds of sugar or three pints of syrup.

Thousands of gallons of syrup and pounds of sugar are produced in New England kitchens, but there are many large boiling plants throughout the maple sugar region which produce on a large commercial scale. Because of rapid deterioration, sap is transported as quickly as possible to boiling stations where it is placed in evaporating kettles.

The best sap is produced early in the season. It is water white, clear and sweet but as the season advances it becomes cloudy and yellowish. "Buddy sap" is the name applied to the late runs of sap, especially that running about the time the tree's buds burst. It is usually green or yellowish and has a peculiar odor. When that odor is noted, tapping ceases.

"Sugarin'-off" is the common expression used for making maple sugar. A



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citadel looks down upon the meeting place of the Sambre and the Meuse. Its frowning parapets are no longer fortified, and the hill has been converted into a city park, with a hotel at the crest reached by a cogwheel railway.

The region around Namur is rich in fruit orchards. A few iron and coal mines, and a number of quarries are also important. During the summer months many English tourists use Namur as a gateway to the Dinant region and the Forest of the Ardennes. The latter, no longer identified with Shakespeare's "Forest of Arden," is a beautiful expanse of woods and heath inhabited by the Walloons, a sturdy, dark-complexioned, French-speaking people.

Note: Belgium is one of Europe's most interesting countries, offering many contrasts between the lowlands along the sea, and the rich farms and woodlands of the eastern provinces. For supplementary reading and colored photographs of Belgian life see: "Our National War Memorials in Europe," *National Geographic Magazine*, January, 1934; "Beautiful Belgium Restored by Peace," November, 1929; "Through the Back Doors of Belgium," May, 1925; "Singing Towers of Holland and Belgium," March, 1925; "The Sources of Washington's Charm," June, 1923; "The Battle-Line of Languages in Western Europe," February, 1923; "The New Map of Europe," February, 1921; "Madonnas of Many Lands," June, 1917; "America's Duty" and "The Needs Abroad," May, 1917; "What Great Britain Is Doing," March, 1917; and "Belgium: The Innocent Bystander," September, 1914.

**Bulletin No. 1, March 12, 1934.**

*Photo and copyright by Underwood & Underwood*

**THE CLIFFS OF DINANT ARE SIMILAR TO THOSE OF NAMUR**

**This ancient Belgian village lies only a few miles south of the district where King Albert I fell to his death while attempting to scale such rocky heights as those which tower behind the rooftops of this quaint riverside town. Dinant was the scene of fearful fighting during the World War.**

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## Tasmania, Island of Metals and Playgrounds

TASMANIA, the big island south of Australia, is adding to its reputation as a popular resort. For years Australians have "gone abroad" to Tasmania to enjoy its beaches and mountains. Now cruise steamers are making it a regular stop.

Tasmania is a heart-shaped island, about as large as West Virginia, with many small islets sprinkled about the Indian and Pacific oceans off its coast. It lies about 200 miles off the southeastern "corner" of Australia, of which it is a State.

It is difficult for the traveler in Tasmania to-day to believe that three centuries ago the State was an unknown spot; that after Tasman, the Dutch navigator, discovered it, no one was particularly interested in it for many years; that it was first inhabited by black-skinned, woolly-haired aborigines; and that its largest and oldest city, Hobart, now the capital, did not rise on the southeastern shore until the turn of the nineteenth century.

### Last Aborigine Died in 1876

Eight hundred miles of railroads now speed Tasmanian travelers from city to city, and transport its wide variety of products. Good roads radiate from cities and towns into its most remote spots. The aborigines have gone (the last one died in 1876). Hobart now is a bustling city of 57,000 inhabitants and covers some 86 square miles.

Once a writer said Tasmania was populated only by graybeards and women, because all ambitious young Tasmanians migrated to Australia. But ride its railroad trains to-day or take an automobile tour through the island, and you will find that the assertion is no longer true. The railroads are modern and the roads smoothly paved. They pass through valleys, cross plains, and skirt mountains that show the touch of the energy and industry of youth.

Valleys are blanketed with pink and white blossoms of thousands of apple trees from which are harvested more than 2,000,000 bushels of apples a year for the markets of Australia, Great Britain, the European continent, and even Africa. Pears, plums, peaches, apricots, and many berries also thrive in the mild Tasmanian climate. Hundreds of square miles are covered with forests that supply railroad ties and wood for many other purposes for local and foreign markets (see illustration, next page).

### Famous for Its Potatoes

Vast areas of grazing land are alive with flocks of sheep from which come the State's large exportable surplus of wool and mutton. Extensive farming areas, particularly in the north, produce an assortment of vegetables which help to feed the concentrated populations of Melbourne, Sydney, and Adelaide. The northern plains are especially famed as potato lands.

Tasmania must depend upon its roads and railroads for transportation, for none of its many streams is navigable. But Tasmania has made other use of these streams and plans further development. Here and there water power plants produce the electricity that drives the wheels of the State's varied industries, lights streets and homes, propels street cars, and brings the news and entertainment of the world to radio receivers in Tasmanian living rooms.

There is so much electric power in Tasmania that Australia, less fortunate in



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certain amount of evaporation produces syrup; more evaporation yields sugar. When the evaporation has reached a degree satisfactory to the sugar-making expert the contents of the kettle are poured into molds in which it crystallizes. Large cakes of sugar are usually formed in wooden molds; smaller cakes in tins.

**Form for Renewal of Bulletin Requests**

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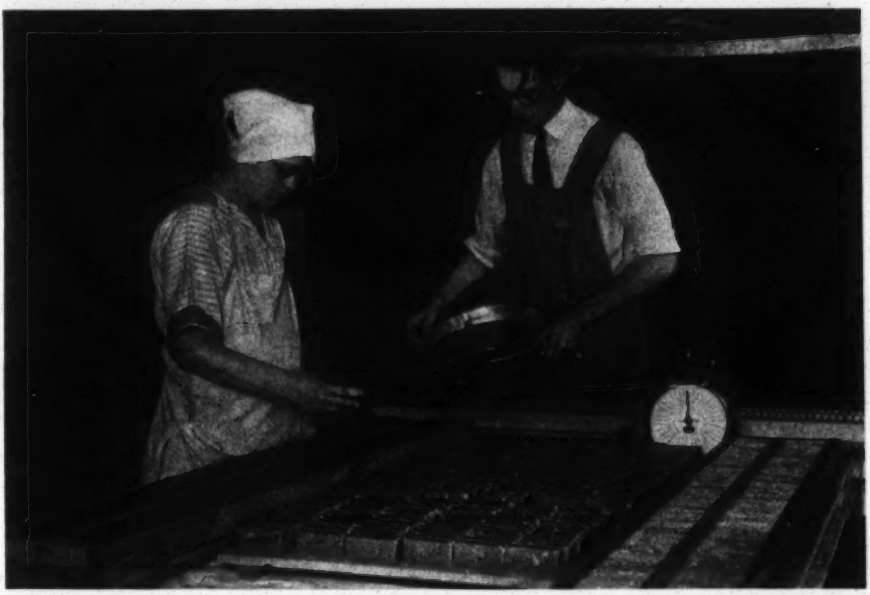
Note: Maple sugar producing regions are described in the following: "New York—An Empire within a Republic," *National Geographic Magazine*, November, 1933; "Ohio, the Gateway State," May, 1932; "Travels of George Washington," January, 1932; "New Hampshire, the Granite State," September, 1931; "Michigan, Mistress of the Lakes," March, 1928; "Green Mountain State," March, 1927; "Massachusetts—Beehive of Business," March, 1920; "Winter Rambles in Thoreau's Country (Massachusetts)," February, 1920; and "The Industrial Titan of America (Pennsylvania)," May, 1919.

**Bulletin No. 2, March 12, 1934.**



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**DO YOU LIKE MAPLE SUGAR?**

**Two workers in a Vermont factory have jobs that many a small boy or girl must covet. They are pouring maple syrup into molds, where it hardens into maple sugar. Many thousands of pounds of maple sugar, in addition to thousands of gallons of maple syrup, are made in the farm homes and town plants of Vermont for export each year to every part of the world.**

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## Parisian Mid-Lent Festival Started by Washerwomen

SOME years ago, a Paris Prefect of Police who was a mathematical expert discovered that the confetti and serpentines thrown on Mi-Carême, mid-Lent Thursday (March 8th this year), cost the city 300,000 francs to clean up. He promptly forbade the sale of the parti-colored papers and thereby killed much of the carnival spirit that had distinguished this festival for generations.

In the gay nineties the washerwomen, or blanchisseuses, in each quarter of the city elected a queen from among themselves, and the queens in their turn elected a "Queen of Queens." This honored lady of the tub was borne on a throne to the President of the Republic who bestowed upon her a golden bracelet.

Among other presents she received one hundred dollars in gold, a dress which might serve for her wedding gown, and a crown which might later be pawned or used as a parlor decoration, depending upon the vicissitudes of the queen's later years.

### President Gives Wristwatch Instead of Bracelet

Recent celebrations have been merely processions of floats, grotesque or lovely according to the moods of their designers. The queens of queens have been beautiful—and with no background of suds. The President now presents them with wristwatches. But Parisians who can remember when this was the washerwomen's festival, for which all Paris masqueraded and threw colored-paper streamers, regret the loss of the gaiety.

Mi-Carême's queen for the day is now selected from the twenty queens who represent the twenty arrondissements of Paris. In addition to these queens there are many more, including queens of students, hucksters, dressmakers, and typists.

The number of queens has grown so great that it is now impossible for each to have a separate automobile for herself, and others for her attendants; so each queen has her car filled with her ladies in waiting.

The automobiles of the queens are followed by floats which often caricature current events. There may be, for example, the ogre of high prices, the housing problem, and the vulture-faced landlord.

### Procession Halts Twice

The route of the procession is equivalent to a sightseeing tour of Paris. It passes through the most interesting sections of the city: the Latin Quarter, the Place de la Concorde, the Madeleine, the Opéra, and Port Saint Denis.

The procession stops at two places, the Elysée Palace, where the President kisses the hand of the Queen of Queens and bestows a wristwatch upon her, and the Hôtel de Ville, where the City Fathers place her on a dais which is occasionally used for the entertainment of a visiting sovereign.

Mid-Lent Thursday is the only day, except the French national holiday on July 14, when the Paris boulevards are closed to vehicular traffic and turned over to the crowds of pedestrians struggling to get close to the festival cars.

Celebrations for Mi-Carême are now held in Corsica, Italy, and Spain. Nice and Cannes on the French Riviera, stand out, however, as the cities where the holiday spirit of the occasion is enjoyed with prewar zest and where the populace is



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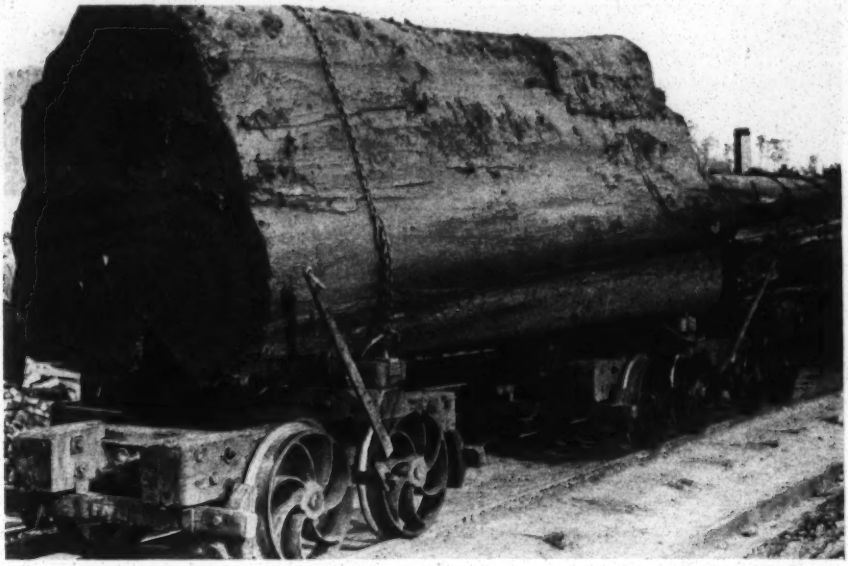
this respect, has considered absorbing some of the current by laying a cable between the island and the continent. Out of mines, past which these power-producing streams rush to the sea, come such valuable minerals as tin, copper, lead, coal, and tungsten.

Until recent decades, Tasmania was of little interest to the Australian. Now it is a magnet for eastern Australian vacationists, and has earned the right to be called the "playground of Australia." Its many wide sandy beaches are meccas for Australian pleasure seekers, while resorts in the mountains that rise 4,000 feet above the sea, are hosts to equally enthusiastic throngs.

Note: For other references to Tasmania and Australia see: "Men and Gold," *National Geographic Magazine*, April, 1933; "Shark Fishing—An Australian Industry," September, 1932; "Koala, an Australian Teddy Bear," September, 1931; "Great Barrier Reef and Its Isles," September, 1930; "By Seaplane to Six Continents," September, 1928; "Seeing the World from the Air," March, 1928; "Air Conquest," August, 1927; "The Columbus of the Pacific (Captain James Cook)," January, 1927; "Australia's Wild Wonderland," March, 1924; "Sailing the Seven Seas in the Interest of Science," December, 1922; "From London to Australia by Aëroplane," March, 1921; "The Geography of Games," August, 1919; "Lonely Australia: The Unique Continent," December, 1916; and "Great Britain's Bread upon the Waters," March, 1916.

**Bulletin No. 3, March 12, 1934.**



*Photograph by Beattie*

**TASMANIA IS RICH IN TIMBER**

**Huge eucalyptus logs en route from the interior to the seaports of the busy island southeast of Australia. Many of these logs are sawed up into paving blocks and exported to become boulevards in New York, Paris, London and other cities. Eucalyptus is an evergreen that sheds its bark, but not its leaves. It is one of the strongest, densest and most durable woods in the world. It has been successfully transplanted to California and other places remote from its homeland, which is Australia.**

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## Kashmir's "Happy Valley" Again Scene of Strife

THE famous Vale of Kashmir may be one of the world's most renowned beauty spots, but like a rose it has its thorns. The thorns in Kashmir's case are riots between Hindus and Moslems, that periodically disturb the peace and quiet of this mountain kingdom in northwestern India.

Last month, when Moslems announced their intention of erecting a mosque on a camping ground opposite a Hindu temple, fierce riots flared between the two factions. Mobs overpowered police, and stoned soldiers sent to subdue them.

Such outbreaks are of more than local importance because Kashmir is a buffer state between the northwest provinces of India and Sinkiang (Chinese Turkestan).

### In Same Latitude as North Carolina

The Vale of Kashmir is not just a mountain valley. Twenty to twenty-five miles wide and 84 miles long, it is really a plain in the heart of a tumbled mass of mountains. Long ago, geologists say, a great lake filled the Vale; but the waters finally cut their way out through the Jhelum gorge, and left the lake bed exceedingly fertile and with one of the most delightful climates in the world. It lies in the latitude of North Carolina.

While the Vale is still hemmed in by a wall of snow and ice in spring, the warm sun beaming down on the sheltered plain brings out an early burst of green and innumerable blossoms. The Vale is a paradise of flowers and fruits, and on the flat valley floor and the gentle slopes grow all the grains from rice to barley.

The Jhelum River, with the three lakes strung along its course, is the real highway of Kashmir. Not far from the center of the valley, on both sides of the stream, lies Srinagar, the capital, a city of 150,000 inhabitants. The Jhelum is Srinagar's "main street." Many visitors to Kashmir transfer to boats as soon as they emerge from the gorge, and are paddled up to Srinagar. It is thus the Maharaja of Kashmir enters in state each spring when he journeys from his winter capital at Jammu, on the edge of the Indian plains (see illustration, page 2).

### Seven Bridges Mark City Districts

Seven bridges span the Jhelum in the city and help to mark its unofficial divisions. Near the lowest, or seventh bridge, is a large caravansary or hotel frequented by Tatar-featured travelers from Central Asia. Next, on both sides of the river, appear the humble and rickety wooden houses of the poor citizens. Above the fourth bridge are residences of the merchants, some of them handsome structures of wood and bricks, with ornamental balconies overhanging the water. Stone walls outline the river banks, with frequent steps to the water's edge.

Far up stream, above the second bridge, stands the Maharaja's palace and the state building. Above the first bridge, at the upper edge of the city, are the European quarters, with the homes of the British Resident, missionaries and government clerks, and the inevitable club, tennis courts, golf links and cricket grounds with which the Englishman must surround himself.

On a boat trip through Srinagar, one observes a bustling river life that runs the scale from hard labor and commercial activities to the pursuit of pleasure. A slogan-maker would call the Kashmiris "boat-minded." Boat building is a major industry, and its products crowd the Jhelum's surface.

Slow-moving and swift craft ply up and down stream to the sound of splashing



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not just a crowd of observers but active participants in the fun (see illustration, below):

Note: For additional illustrations and unique sidelights about Paris and other French cities consult: "Our National War Memorials in Europe," *National Geographic Magazine*, January, 1934; "Armistice Day and the American Battlefields," November, 1929; "Carnival Days on the Riviera," October, 1926; "Looking Down on Europe," March, 1925; "Flashes of Color Throughout France," November, 1924; "Through the Back Doors of France," July, 1923; "Cathedrals of the Old and New World," July, 1922; "Scenes from France," July, 1921; "Our Friends, the French," November, 1918; and "The Beauties of France," November, 1915.

See also in the GEOGRAPHIC NEWS BULLETIN: "Place de la Concorde, Heart of Paris," Week of February 26, 1934.

**Bulletin No. 4, March 12, 1934.**

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**FAIR CARNIVAL MAIDS OF CANNES**

**Like Paris, many of the other cities of France have mid-Lent Festivals, wherein beauty and frivolity reign. Spain and Corsica also observe Mi-Careme. These young women are holding bouquets of yellow mimosa, which they will presently toss to admirers.**

paddles, while along both banks are tied an array of boats of many sizes and shapes. There are great grain barges, bringing in rice from the upper reaches of the stream; clumsy boats on which native families live; the house-boats, simple and elaborate, of European visitors; the long, graceful craft of officials paddled by uniformed boatmen; and, darting among the throng, like water-spiders, the trim, expertly-maneuvered little "shikaras"—floating taxis—that can wheel about and dodge as quickly as a polo pony.

Except for the palace environs, the European quarter, and a few scattered modern mosques and Hindu temples, Srinagar is unattractive. Its narrow streets are lined with rickety wooden dwellings and shops. There are no sidewalks, and in wet weather the streets are deep in mud.

One unique feature rescues Srinagar from an appearance of shabbiness in spring and early summer. The gently sloping roofs of houses and balconies are covered with mud. On practically all of these roofs grow green grass, purple irises and scarlet poppies and tulips. Before the advancing summer parches these raised gardens, they give to Srinagar unusual touches of beauty.

Note: See also "First over the Roof of the World by Motor," *National Geographic Magazine*, March, 1932; "House-Boat Days in the Vale of Kashmir," October, 1929; "By Coolie and Caravan across Central Asia," October, 1927; "From the Plains of Madras to the Snows of Kashmir," November, 1924; "Outwitting the Water Demons of Kashmir" and "A Pilgrimage to Amernath, Himalayan Shrine," November, 1921; "Glimpses of Asia," May, 1921; and "The Geography of Medicine," September, 1917.

**Bulletin No. 5, March 12, 1934.**

*Photograph by A. Hodgson*

**A MOSQUE IN THE KASHMIR STYLE**

**When trouble comes to India's northernmost State—and it comes often—settlement is made more difficult because the majority of the people are Mohammedans, whereas the ruling class is Hindu. This shrine is brightly decorated and contains much fine wood carving, for which the artisans of Kashmir are famed.**